

# BRIDGE CROSS SECTIONS

LANE, SHOULDER,  
SIDEWALK, AND FISHING  
ACCESS CONFIGURATIONS

MARTIN'S POINT BRIDGE  
FALMOUTH - PORTLAND

# NEW CROSS SECTION

## SOME THINGS TO THINK ABOUT

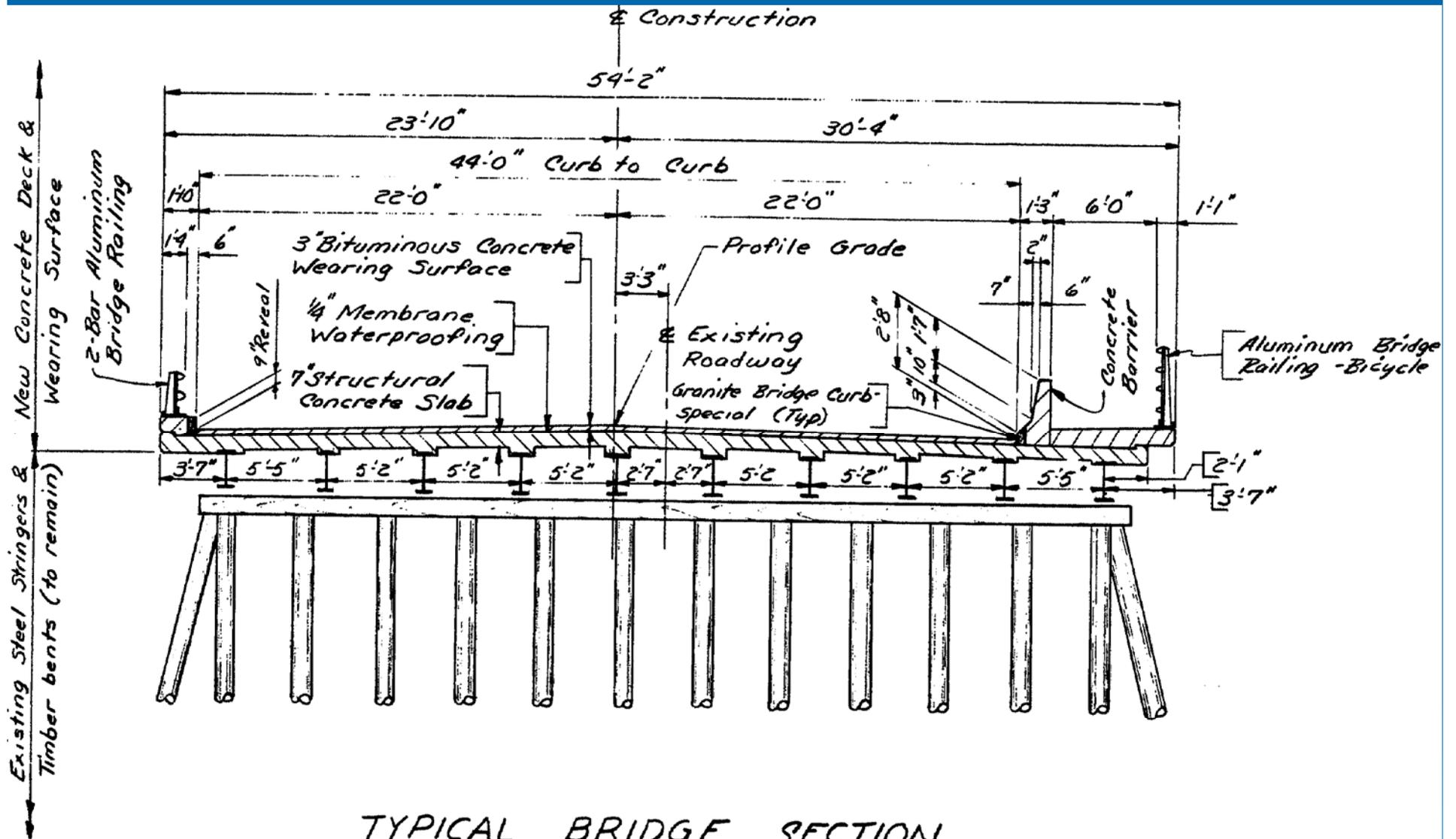
- The RFP will include parameters and requirements for the project, but will not dictate the actual design.
- Some requirements in the RFP will be prescriptive, such as number of lanes, minimum lane and shoulder widths, minimum and maximum grades, no weathering steel allowed, etc.
- Many requirements in the RFP will be non-prescriptive to allow more flexibility and encourage creativity, such as number and types of piers, beam types, fishing access details, bridge rail types, aesthetic details, etc.

# NEW CROSS SECTION

## SOME THINGS TO THINK ABOUT

- How is this bridge going to function in all modes?
- Should the bridge continue with two lanes (one lane in each direction) of vehicular traffic?
- How are bicyclists best accommodated - in the shoulders only, in a separated multi-use pathway only, or a combination of the two?
- Is there a need for a sidewalk on the upstream side in addition to the downstream side?
- How can fishing access from the bridge be provided?

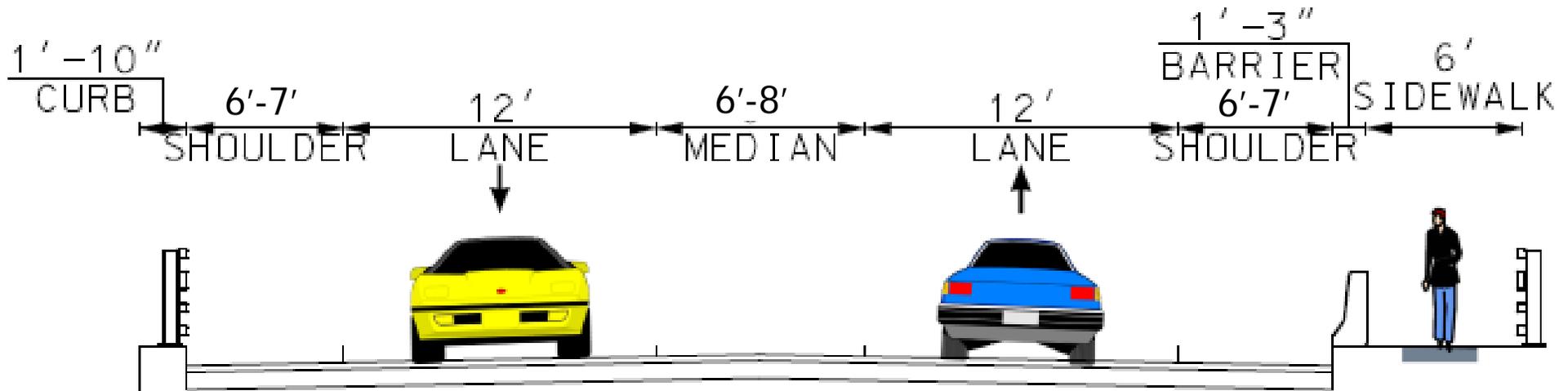
# EXISTING BRIDGE CROSS SECTION



TYPICAL BRIDGE SECTION

As Built in 1991

# EXISTING BRIDGE CROSS SECTION



As Re-stripped From 4 Lanes To 2 Lanes  
Total Bridge Width = 54'-2"

# EXISTING BRIDGE CROSS SECTION

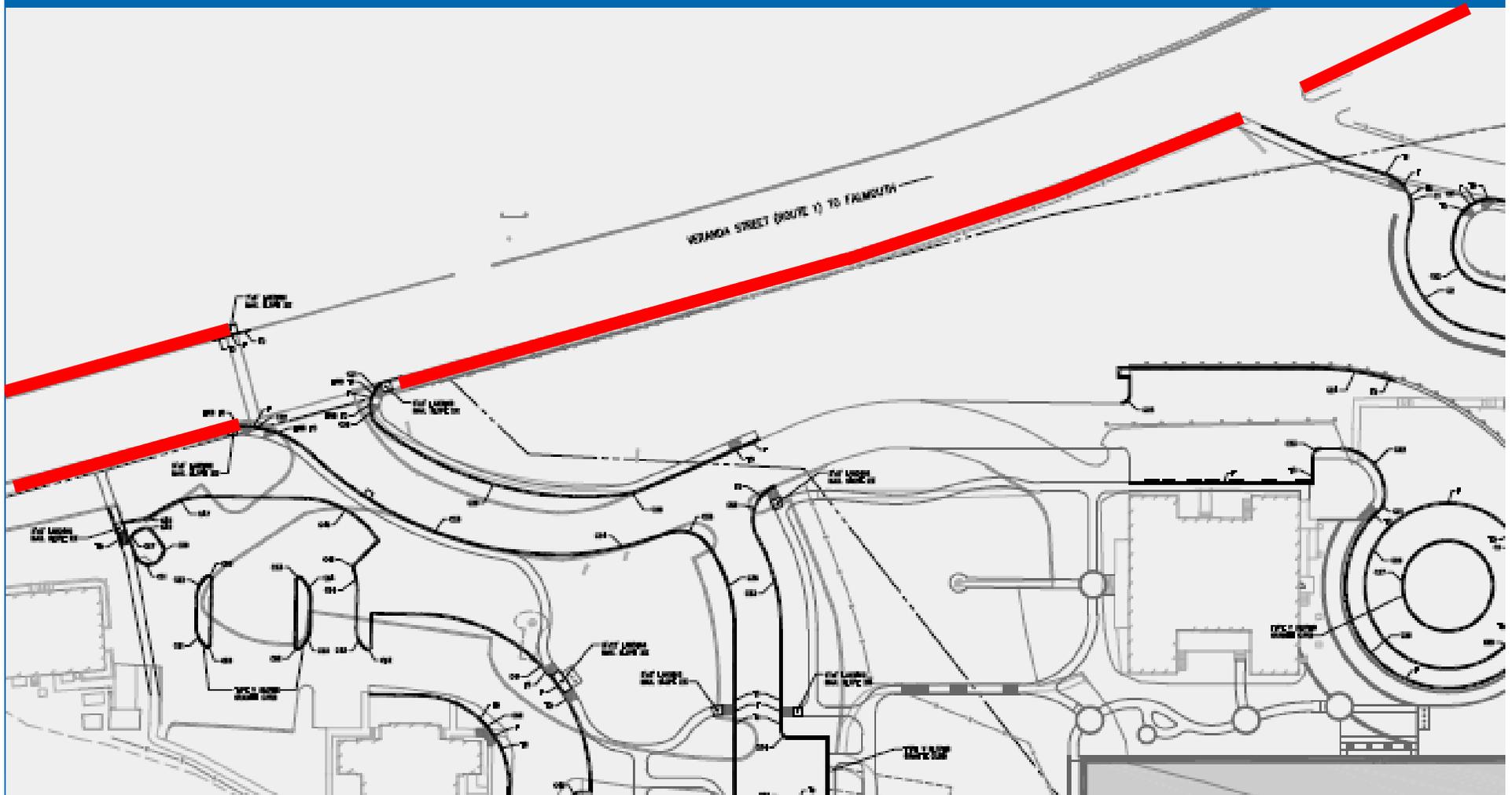


# EXISTING PORTLAND APPROACH



- Striped center medians with left turn lanes into Martin's Point
- Red lines show approximate existing sidewalk locations

# EXISTING PORTLAND APPROACH



- Sidewalk extends from bridge into Portland on downstream (east) side
- Sidewalk ends at new traffic light on upstream (west) side

# EXISTING FALMOUTH APPROACH



- Existing sidewalk extends from bridge onto causeway on downstream (east) side and ends at Bay Shore Drive
- North of Bay Shore Drive, there is no sidewalk on either side for about a mile
- Existing striped median ends at Bay Shore Drive and center turn lane begins extending north

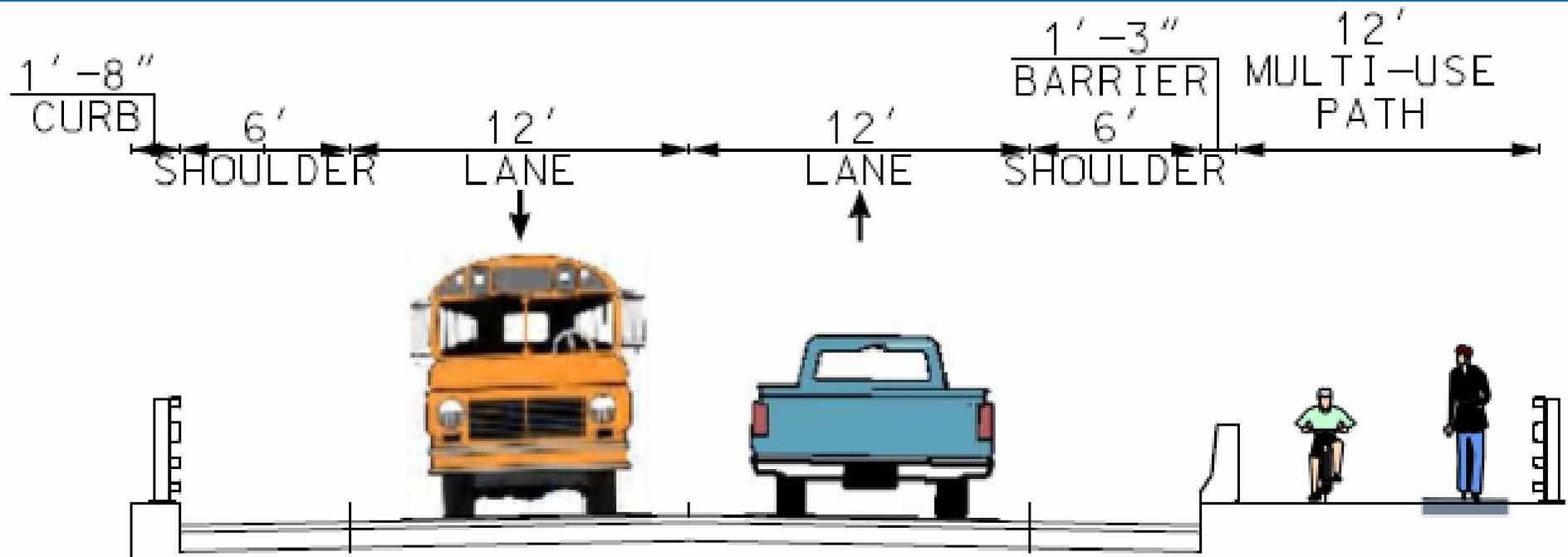
# EXISTING FALMOUTH APPROACH



# NEW CROSS SECTIONS

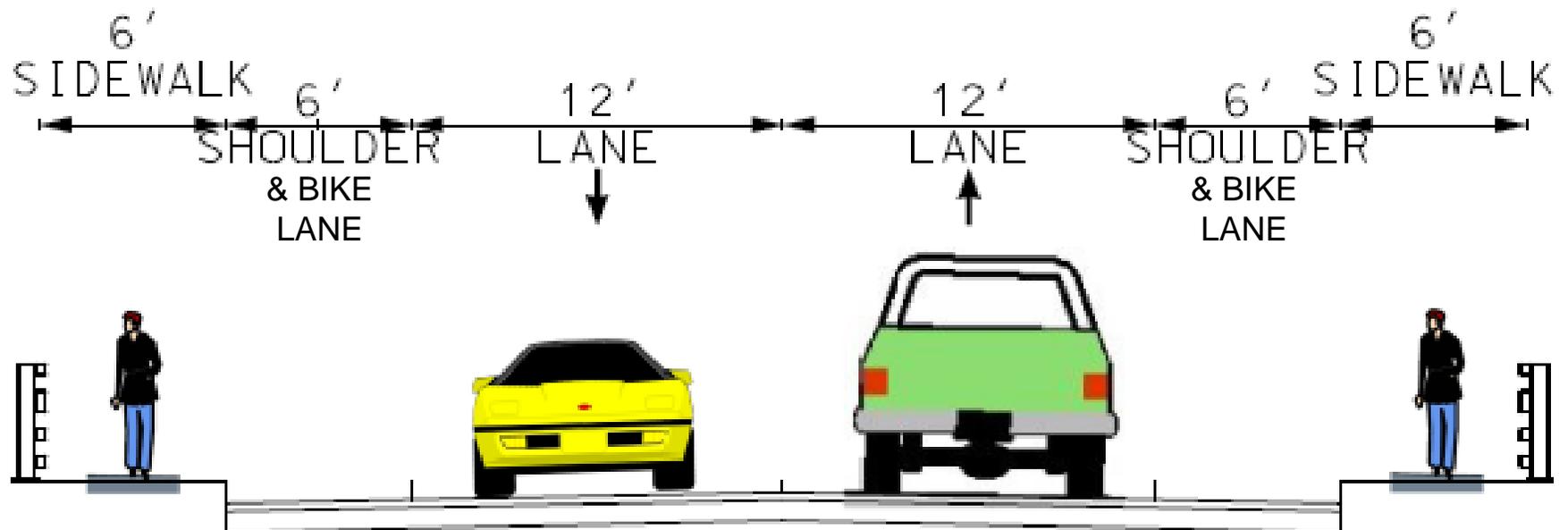
- The previous images are just a review and reminder of what is out there now and how the bridge is currently functioning
- The following images are schematic in nature for the purpose of discussing the function and use of the new bridge
- The options shown do not preclude the consideration of other viable options – these are just examples
- MaineDOT does not necessarily support all options shown

# BRIDGE CROSS SECTION OPTIONS



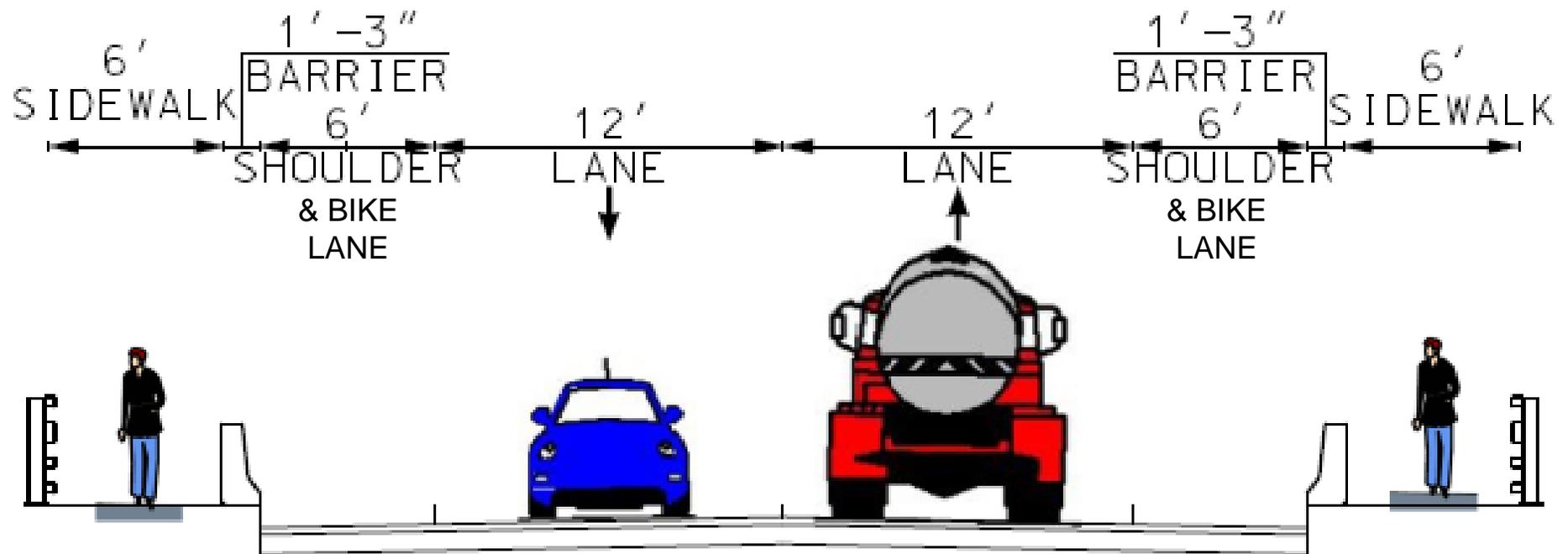
Total Width = 52'-7"

# BRIDGE CROSS SECTION OPTIONS



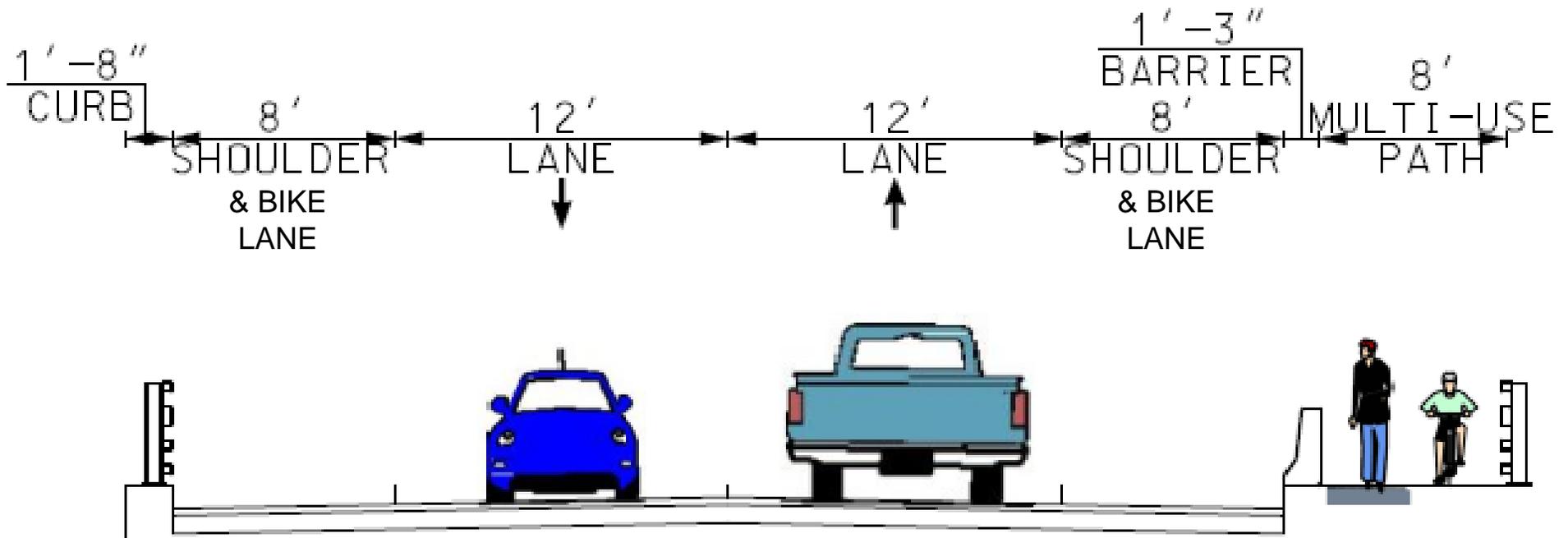
Total Width = 51'-4"

# BRIDGE CROSS SECTION OPTIONS



Total Width = 53'-10"

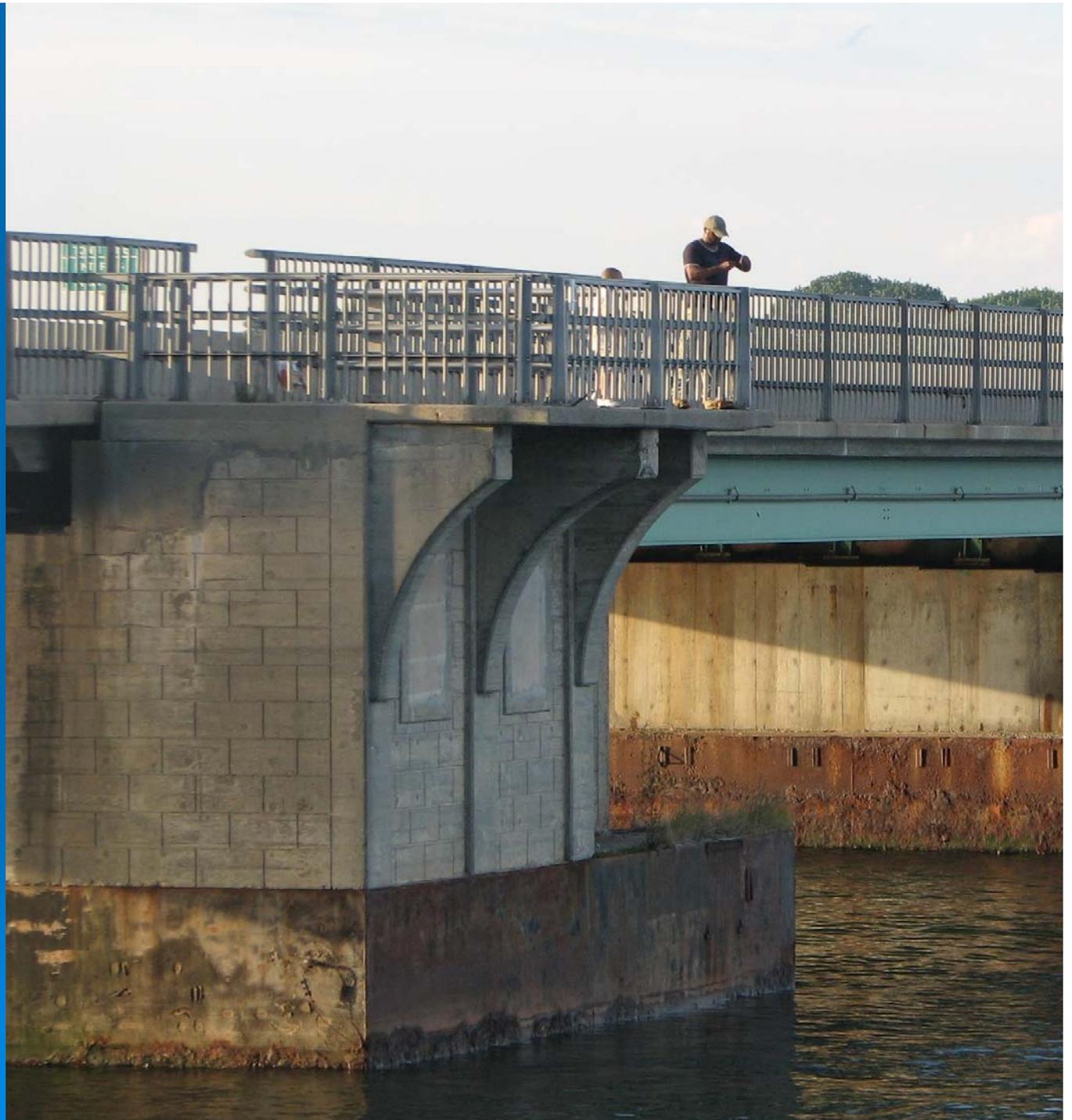
# BRIDGE CROSS SECTIONS



Total Width = 52'-7"

# EXISTING FISHING ACCESS

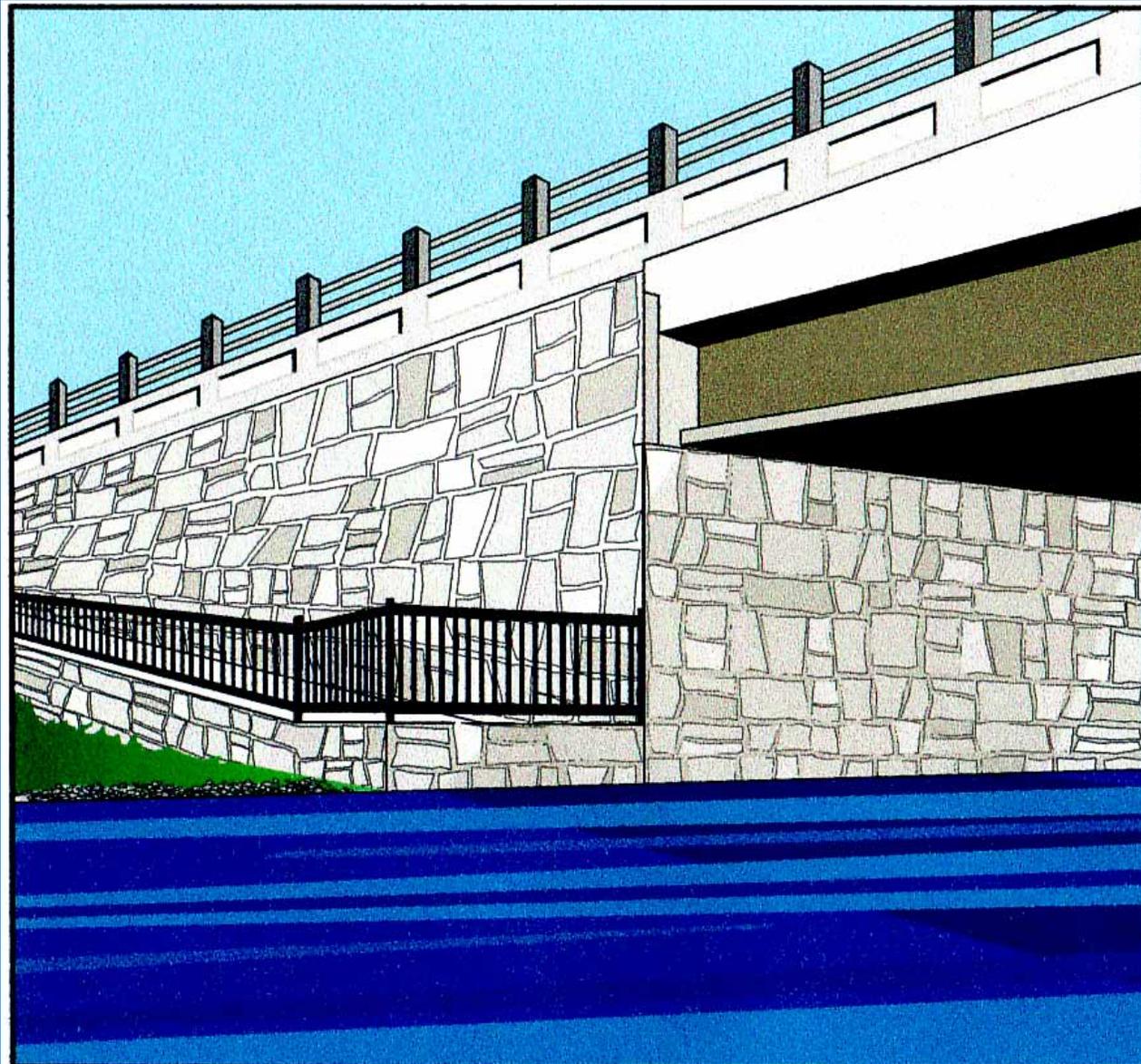
- Platform located on downstream side
- 13'-5" X 17' out-to-out
- 12'± X 15'± inside railing



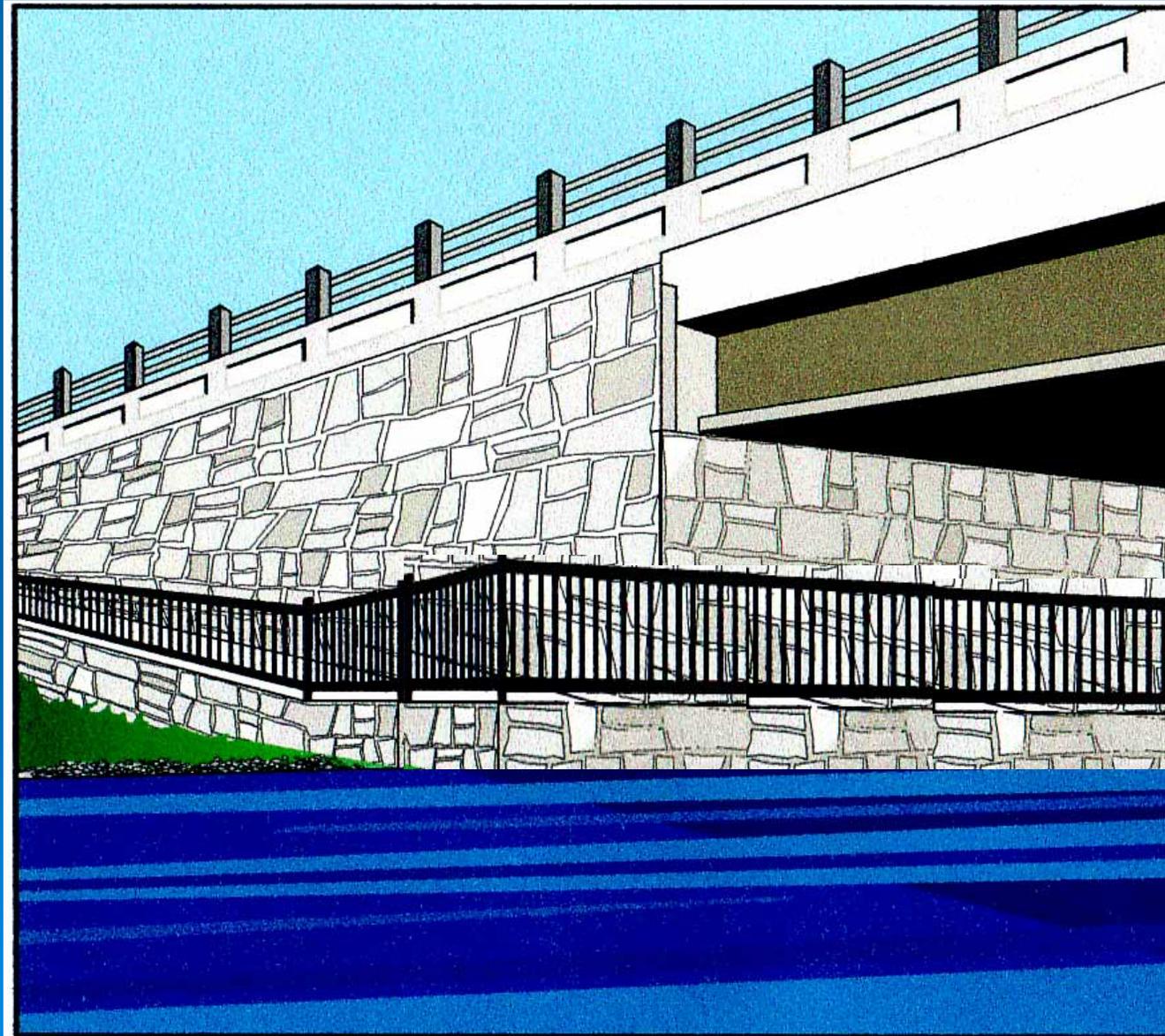
# FISHING/PEDESTRIAN ACCESS OPTIONS

- Platform on one side, similar to existing
- Platforms on both sides, possibly depending on sidewalk configurations
- Ramp adjacent to bridge, on one side or both sides
- Ramp wrapping around abutment
- Combination – platform off of sidewalk on one side, with ramp adjacent to bridge on the other side
- Other?

# FISHING/PEDESTRIAN ACCESS OPTIONS



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